Aerial Dispersants Operations - Houma Status Report May 13, 2010

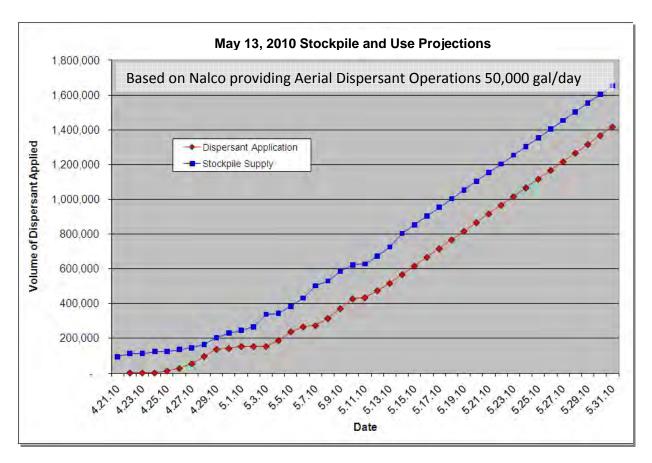
Note: This information is the reporting for aerial dispersant spraying

Dispersant Aerial Spray Summary:

1.	Total Amount of Dispersant Applied on May 13, 2010 (gallons):	41,620
2.	Total Sorties on May 13, 2010:	15
3.	Total Amount of Dispersant Applied to date (gallons):	517,577
4.	Total Sorties to date:	192
5.	Total Area Covered by Dispersant Applications to date (mi ²):	161.7
6.	Total Dispersant Stockpiles on the ground as of 5.13.2010 – 1200 PM (gallons):	208,981*
7.	Dispersant Stockpile Expected Arrival as of 5.14.10 – 1200 PM (gallons):	50,000
8.	Estimated Total Dispersant as of 5.14.2010 - 1200 PM (gallons):	258,981*
9.	Projected Days Operational at maximum rate of 50,000 gal/day (days):	unlimited

^{*} This volume is still being reconciled and verified with procurement, staging, receiving and finance.

Dispersant Stockpile Supply and Use Projections



Asset Summary On Scene	
Spray Aircraft:	
C-130 – Stennis (1 IAR, 1 Lynden, 3 USAF)	5
DC-3 - Houma	2
BT-67 - Houma	1
King Air – 2 – Stennis (can be used for spotting)	2
AT-802 – Stennis	1
TOTAL:	11
Spotter Aircraft:	
King Air – 5 – Stennis	5
Aztec - Houma	1
Aero COMDR - Houma	1
TOTAL:	7
TOTAL AIRCRAFT:	18
PRIORITY Spray Assets Identified*	
Spray Aircraft:	LEAD TIME
C-130 – OSR-UK (20,000 gal/day) + 8-person support team with 2 flight crews	1 – 28 hours
C-130 – OSR-Singapore - (20,000 gal/day)	1 – 72 hours
C-130 – Lynden (Alaska) - (20,000 gal/day)	1 – 5+days
C-130 – IAR (15,000 gal/day)	1 – TBD
AT 802 (Agriculture Spray Planes) (5,000 gal/day)	1
*NOTE: These assets will not be activated until sufficient stockpile of dispersants are available for the dispersant operations will need approximately 75,000 gallons per day of dispersant for these air craft.	
Additional Spray Assets Identified	
Neat Sweep	In area

Activity Update:

- 1. In response to report of fumes causing evacuation of a manned platform off of SE Pass on May 12th a GIS map was prepared of the aerial dispersant spray sorties showing the location, quantities and start/stop times. This graphic clearly showed that aerial dispersant operations were 50 nm or more from the subject platform and therefore were not the cause of the reported incident. Additionally, the USAFR prepared a drift chart to show at a maximum crosswind of 30 knots the drift for a C-130 would only travel ½ mile. Dispersant spraying is always done into the wind which would reduce drift to much less than ½ mile. GIS chart attached.
- 2. Published preliminary findings for selection of an alternate dispersant to Corexit 9500. Findings were based on the published literature (NCP information, material safety data sheets), preliminary laboratory effectiveness evaluation, and limited field trials. We will update the report as soon as the field trials are completed. The recommended alternate dispersant to use is SEA Brat #4. This dispersant was successful in the field trials for dispersing oil, has sufficient manufacturing capability, and lower toxicity than other dispersants. The manufacturer claims SEA Brat #4 does not rely on the same raw material stocks as Corexit 9500.
- 3. Because SEA Brat #4 is water-based, its viscosity is lower than the Corexit products, it is more appropriate for well injection, rather than aerial spraying. The reason for this is that the aerial spray systems have been calibrated for applying Corexit. New calibration charts would need to be prepared.
- 4. ASI Houma contracted with Leading Edge Technologies to conduct flow rate and spray droplet characterization for the BT-67 and DC-3. Testing is scheduled for Friday May 14th.
- 5. Arranged for M/V Adriatic and Hos Super H to be available to apply dispersant at the source site in support of source control efforts. One vessel is equipped with a Sea Spray 50 system from OSR and the other an Ayles-Fernie Afedo system from CCA. These systems spray neat so that there is no water intake which would contaminate the system with oil. Both vessels have secondary eductor spray systems from CGA. First boat is to depart first light on May 14th and the other to shortly follow.
- 6. M/V International Peace is ready to sail May 14th to collect water samples for chemical analysis and toxicity testing and conduct SMART Tier 2 flourometry.
- 7. Prepared draft water sampling plan for review by Operations Technical Committee.
- 8. Identified technical specifications for deepwater Autonomous Underwater Vehicle (AUV) plume sampling.

Objectives

Objectives for May 14th were to focus spraying on thick oil areas outside of 5 nm radius around spill source.

Requirements

Aircraft spotters should be on site in their zone at 0800 and spray aircraft may pre-stage to the site at 0830. Spray operations to commence approximately 0900.

DISPERSANT APPLICATION GUIDANCE FOR 13 MAY

May 14 2010

Don Toenshoff and Brad Barker, please acknowledge receipt to Dave Garner dagtpa@aol.com . Disseminate to all pilots.

Schedule attached on .xls

Op Areas are depicted on attached map .pdf.

Mission Targeting start of the day:

Stennis: Primary zones AC and AN. Secondary zones AD and AO. (blue letter borders on map).

Houma: Spotter and Surveillance flights as may be required by Incident Command.

Maintain **3 nm** boundary separation if unable to coordinate air-to-air with other spotter or OMAHA 99.

Spotters should recon area inbound and outbound for subsequent targets. Report new targets to Dispersant Group via base manager.

Notes: Changes to previous orders are underlined.

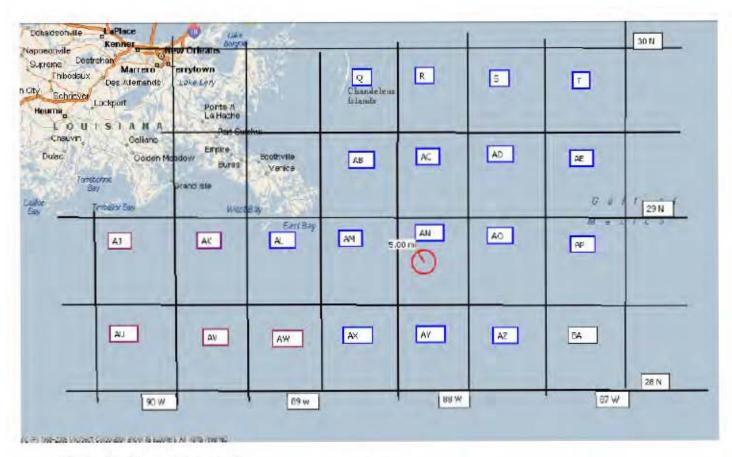
- 1. Zone AB is closed for dispersant ops until further notice.
- 2. FOSC approval has been granted since 22 April for application of dispersants in preapproved areas.
- 3. No dispersant spraying within the greater of 3 nm offshore or depths less than 10 meters.
- 4. No dispersant flying within **5 nm** of the spill source at surface: 28 45.2 N 88 18.9 W
- 5. Remain 2 nm from boats, platforms, and marine mammals.
- 6. Target black and brown oil as this is the freshest and most dispersible oil. Rate is 5 gallons per acre. Quality versus Quantity. Do not target Red/Pink emulsified oil.
- 7. Spotter aircraft remain on site up to 30 minutes to visually assess effects on dispersed area and document with photographs. Complete spotter debrief form and turn in to base operations.
- 8. Report takeoff and landing times to assigned coordinators as they occur to the best of your abilities.
- 9. Primary air to air communication frequency is 126.4. Secondary is 123.45. Primary surface to air frequency is 122.9. Secondary is 123.45.
 - a. Contact P3 aircraft "Omaha 99" for flight advisories.
 - b. Also SMART vessels, Surveillance "Transport 950", "Seacor Lee" command vessel, and other Spotters.
- 10. Use discreet IFF codes as provided on separate correspondence. This removes need to file DVFR flight plans.
- 11. Stennis tasking Smart Mission 06 Warrior. M/V "Warrior" will arrive at intersection of zone AN and AC at 29 00 N 88 30 W to conduct SMART dispersant effectiveness tests in vicinity. Stennis Base send spotter (with marine radio) to arrive at 0830 to coordinate. Coordination on 122.9 primary, Marine Channel 81a Secondary.

Primary emphasis is always on Safety: Aviate, Navigate, Communicate!

AFF Automatic Flight Following:

- Air Force North https://www.aff.gov/afn/afnorth.kmz
- Civilian https://www.aff.gov/cgi-bin/aff.dll

Aerial Dispersant Operations Divisions:



Remain 5 nm from spill

source: 28 45.2 N

88 18.9 W

14 May

Dispersant Spray Assets

	Aircraft Information –May 13, 2010											
Туре	Owner/ Operator	Tail #	Payload (gal)	Airport / Status	Purpose & Altitude	Comments						
Spotters												
King Air	MSRC (Dynamic)	N39Q		Stennis	Spotter – 1,000' to 1,500'							
King Air	MSRC (Dynamic)	N98N		Stennis	Spotter – 1,000' to 1,500'							
King Air	MSRC (Dynamic)	N41J		Stennis	Spotter – 1,000' to 1,500'							
King Air	MSRC (Dynamic)	N79W		Stennis	Spotter – 1,000' to 1,500'							
King Air	MSRC (Dynamic)	N37H		Stennis	Spotter – 1,000' to 1,500'							
Aztec (PA 23)	ASI	N141183		Houma	Backup Spotter							
Aero COMDR	ASI	N38WA		Houma	Spotter							
				Recon								
King Air	ASI	N275		Houma	Recon							
Helo	ASI	759P		Houma	Recon							
				Sprayers								
King Air	MSRC (Dynamic)	N7198Y	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties						
King Air	MSRC (Dynamic)	N71999D	240	Stennis	Spray: 75'	Available for both Spray and Spotter duties						
C-130	IAR	N117TG	3,000	Stennis	Spray: 75'							
C-130	MSRC (Lynden)	N403LC	5,000	Stennis	Spray: 75'	Plus 5 other crew members						
C-130	Air Force	105	1,675	Stennis	Spray: 75'							
C-130	Air Force	106	1,675	Stennis	Spray: 75'	Cargo ops with spray capability						
C-130	Air Force	107	1,750	Stennis	Spray: 75'							
AT-802		N9002K	800	Stennis	Spray: 50'							
BT-67	ASI	N932H	1,800	Houma	Spray: 75'							
DC-3	ASI	N64766	1,000	Houma	Spray: 75'							
DC-3	ASI	N64767	1,000	Houma – Standby	Spray: 75'							

Dispersant Application Totals

Dispersant Statistics Applied by Day									
Date	Dispersa (gall	ons)	Daily Totals	# Sorties	Acres Covered (5 gal/acre application	Square Miles covered			
	9500	9527			rate)				
21 April 2010			Initial Resp	onse Date					
22 April 2010	0	1,800	1,800	1	360	0.56			
23 April 2010	0	0	0	0	0	0			
24 April 2010	0	0	0	0	0	0			
25 April 2010	0	11,604	11,604	9	2,320.8	3.7			
26 April 2010	0	14,486	14,486	10	2,897.2	4.5			
27 April 2010	11,191	15,887	27,078	5	5,415.6	8.5			
28 April 2010	27,269	14,874	42,143	15	8,428.6	13.2			
29 April 2010	36,913	4,000	40,913	13	8,182.6	12.8			
30 April 2010	4,900	0	4,900	1	980.0	1.5			
1 May 2010	3,550	8,103	11,653	4	2,330.6	3.6			
2 May 2010	0	0	0	0	0	0			
3 May 2010	0	0	0	0	0	0			
4 May 2010	10,561	23,712	34,273	12	6,854.6	10.7			
5 May 2010	30,905	18,670	49,575	18	9915	15.5			
6 May 2010	13,032	15,738	28,770	11	5,754	9.0			
7 May 2010	5,582	1,688	7,270	4	1,454	2.3			
8 May 2010	17,813	23,877	41,690	17	8,338	13.0			
9 May 2010	29,034	26,898	55,932	21	11,186.4	17.5			
10 May 2010	29,240	26,980	56,220	22	11,244	17.6			
11 May 2010	7,940	0	7,940	2	1,588	2.5			
12 May 2010	39,710	0	39,710	12	7,942	12.4			
13 May 2010	41,620	0	41,620	15	8,324	161.7			
TOTALS	309,260	208,317	517,577	192	103,515	310.56			

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PRIMARY MARINE R. FIRCRAFT INF Type: Tail # King Air Dynamic C-130 Lynden AT 802 N900 C-130 USAFR C-130 USAFR	(Atta A): 5 VHF CC VHF CC VHF CC RADIO: FORMA #: C 198Y 39Q 199D 98N 41J 79W	ach Wilken 5 ADD OM: 126.44 OM: Surface Channel 16 ATION: 98Y 39Q 99D 98N 41J 79W	's Weather Report 'YL INST: 0 MHz Si ce to Air 122. 9 M 6 then switch to Ci Airport ETA: Stennis Stennis Stennis Stennis Stennis Stennis	See requir ECONDARY VHF COM IHz / SECONDARY VH hannel 9/ SATELLITE PI Purpose & Altitude: Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	te and the staging airport) ed setbacks and no fly area's : 123.45 MHz EMI F COM: Surface to Air 123 HONE: Aircraft will contact PIC/Crew: PIC: Vince Kane Kevin Smith PIC: TBD Co-pilot: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD	Passenger None None None None	plan IF COM: 121.5 MHz isp. Staging Airport St		
PRIMARY MARINE R. IRCRAFT INF Type: Tail # King Air Dynamic C-130 N11' AT 802 N900 C-130 USAFR C-130 LUSAFR C-130 LUSAFR	39Q 199D 98N 41J 79W 37H	OM: 126.40 OM: Surfac Channel 10 ATION: 98Y 39Q 99D 98N 41J 79W	O'L INST: 0 MHz Si ce to Air 122. 9 M 6 then switch to C Airport ETA: Stennis Stennis Stennis Stennis Stennis Stennis	See requir ECONDARY VHF COM (Hz / SECONDARY VH hannel 9/ SATELLITE PI Purpose & Altitude: Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	ed setbacks and no fly area's 123.45 MHz EMI F COM: Surface to Air 123 HONE: Aircraft will contact PIC/Crew: PIC: Vince Kane Kevin Smith PIC: TBD Co-pilot: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD	Passenger None None None None	IF COM: 121.5 MHz isp. Staging Airport St	upervisor	
PRIMARY MARINE R. IRCRAFT INF Type: Tail # King Air Dynamic C-130 N11' AT 802 N900 C-130 USAFR C-130 LUSAFR C-130 LUSAFR	VHF COVHF CO	OM: 126.40 OM: Surfac Channel 16 ATION: 2all Sign: 4 98Y 39Q 99D 98N 41J 79W	0 MHz SI ce to Air 122. 9 M 6 then switch to Cl Airport ETA: Stennis Stennis Stennis Stennis Stennis	Purpose & Altitude: Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD	Passenger None None None None	IF COM: 121.5 MHz isp. Staging Airport St	upervisor	
PRIMARY V MARINE R. Type: Tail # King Air Dynamic C-130 N11' C-130 N40: AT 802 N900 C-130 USAFR C-130 LUSAFR	WHF CORADIO: FORMA #: C 198Y 39Q 199D 98N 41J 79W 37H	OM: Surface Channel 16 ATION: 2all Sign: A 98Y 39Q 99D 98N 41J 79W	ce to Air 122. 9 M 6 then switch to Cl Airport ETA: Stennis Stennis Stennis Stennis Stennis Stennis	Hz / SECONDARY VH hannel 9/ SATELLITE Pl Purpose & Altitude: Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	F COM: Surface to Air 123 HONE: Aircraft will contact PIC/Crew: PIC: Vince Kane Kevin Smith PIC: TBD Co-pilot: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD PIC: TBD PIC: TBD PIC: TBD	.45 MHz t through the Di Passenger None None None None None	isp. Staging Airport Su	upervisor	
IRCRAFT INF Type: Tail # King Air Dynamic C-130 N11' AT 802 N900 C-130 USAFR C-130 LUSAFR C-130 LUSAFR	RADIO: FORMA #: C 198Y 39Q 199D 98N 41J 79W 37H	Channel 16 ATION: 2all Sign: A 98Y 39Q 99D 98N 41J 79W	6 then switch to C Airport ETA: Stennis Stennis Stennis Stennis Stennis Stennis	Purpose & Altitude: Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD Co-pilot: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD PIC: TBD PIC: TBD PIC: TBD	Passenger None None None None None		upervisor	
Type: Tail # King Air Dynamic N719 King Air Dynamic N31 King Air Dynamic N719 King Air Dynamic N90 King Air Dynamic N40 King Air Dynamic N75 King Air Dynamic N32 King Air Dynamic N33 C-130 LAR N117 C-130 Lynden N400 AT 802 N900 N900 C-130 USAFR 10 USAFR 10 USAFR 10	#: C 198Y 39Q 199D 98N 41J 79W	2 Sign: A 98Y 39Q 99D 98N 41J 79W	Stennis Stennis Stennis Stennis Stennis Stennis	Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	PIC: Vince Kane Kevin Smith PIC: TBD Co-pilot: PIC: TBD Co-pilot: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD Co-pilot: TBD	None None None None	rs:		
King Air Dynamic N719 King Air Dynamic N720 King Air Dynamic N730 King Air Dynamic N730 C-130 Lynden N401 AT 802 N900 C-130 USAFR 100 USAFR 100	198Y 39Q 199D 98N 41J 79W	98Y 39Q 99D 98N 41J 79W	Stennis Stennis Stennis Stennis Stennis Stennis	Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	PIC: Vince Kane Kevin Smith PIC: TBD Co-pilot: PIC: TBD Co-pilot: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD Co-pilot: TBD	None None None None	rs:		
Dynamic N/19 King Air Dynamic N/19 C-130 N/10 Lynden N/20 C-130 N/20 C-130 USAFR 10 USAFR 10	39Q 199D 98N 41J 79W	39Q 99D 98N 41J 79W	Stennis Stennis Stennis Stennis	Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	Kevin Smith PIC: TBD Co-pilot: PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD PIC: TBD PIC: TBD	None None None			
King Air Dynamic N3: King Air Dynamic N7: King Air Dynamic N7: King Air Dynamic N9: King Air Dynamic N4: King Air Dynamic N7: King Air Dynamic N7: King Air Dynamic N3: C-130 N11' C-130 N40: AT 802 N900 C-130 USAFR 10: USAFR 10:	199D 98N 41J 79W	99D 98N 41J 79W	Stennis Stennis Stennis	Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	PIC: TBD Co-pilot: PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD	None None None			
Dynamic N3' King Air Dynamic N71' King Air Dynamic N9' King Air Dynamic N9' King Air Dynamic N75' King Air Dynamic N75' King Air Dynamic N3' C-130 N11' C-130 N40' AT 802 N900' C-130 USAFR 10' USAFR 10'	199D 98N 41J 79W	99D 98N 41J 79W	Stennis Stennis Stennis	Spotter: 1000'-1500' Spotter: 1000'-1500' Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD PIC: TBD PIC: TBD	None			
King Air Dynamic N719 King Air Dynamic N719 King Air Dynamic N40 King Air Dynamic N72 King Air Dynamic N73 C-130 Lynden N40 AT 802 N900 C-130 USAFR C-130 USAFR C-130 USAFR 100	98N 41J 79W	98N 41J 79W	Stennis Stennis Stennis	Spotter: 1000'-1500' Spotter: 1000'-1500'	Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD	None			
Dynamic N93	79W 37H	41J 79W	Stennis Stennis	Spotter: 1000'-1500'	Co-pilot: TBD PIC: TBD Co-pilot: TBD PIC: TBD	None			
Dynamic N4	79W 37H	79W	Stennis		Co-pilot: TBD PIC: TBD				
Dynamic N/S King Air Dynamic N/S C-130 N11' C-130 Lynden N40: AT 802 N900 C-130 USAFR C-130 USAFR 100 USAFR 100	37Н			Spotter: 1000'-1500'		None			
Dynamic C-130 IAR N11' C-130 Lynden AT 802 N900 C-130 USAFR C-130 USAFR 10 USAFR		37H	Stennis						
IAR N11' C-130 Lynden N40' AT 802 N900 C-130 USAFR C-130 USAFR 10 USAFR	17TG			Spotter: 1000'-1500'	PIC: TBD Co-pilot: TBD	None			
Lynden N40. AT 802 N900 C-130 USAFR C-130 USAFR		7TG	Stennis	Spray: 75'	PIC: Dave Kunz Co-pilot: TBD PIC: Capt Redman	None	er crew members		
C-130 USAFR 10 C-130 USAFR 10	03LC	3LC	Stennis	Spray: 75'	Co-pilot:	1	or crew memoers		
USAFR C-130 USAFR 10	002K	02K	Stennis	Spray 50'	PIC: TBD Co-pilot: TBD	None			
USAFR 10	.05	105	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None	None		
	.06	106	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None			
C-130 USAFR 10	.07	107	Stennis	Spray: 75'	PIC: TBD Co-pilot: TBD	None			
BT-67	932Н	32H	Houma	Spray: 75'	Co-pilot: TBD	None			
ASI	4767	767	Houma Standby	Spray: 75'	PIC: TBD	None None			
ASI	4766	766	Houma	Spray: 75'	Co-pilot: TBD				
ASI	41183	183	Houma	Spotter	PIC: TBD Co-pilot: TBD	None			
ASI	47GA	7GA	Houma	Spotter	PIC: TBD Co-pilot: TBD	None			
Aircraft l	below a	are not dire		Dispersant Group / Cord	lination and assistance fro	m the aircraft	below is nessasary.		
King Air N2	275	N275	Houma Jet	Recon					
Helo PHI 759	59P		Houma	Recon					
NOAA	N	NOAA 46		Surveillance					
U.S. Customs				Communications					
Canada T	2-3 C	Omaha 99		Communications					

DAILY ACTIVITY SCHEDULE FOR13 MAy_2010 (Date)	Dispersant Group Staging Airport Supervisor (DGSAS)				
TIME ACTIVITY	–				
Report to Airfield	All aircraft				
Pilot and Support Team Daily Operational Briefing (mandatory)	0600 local				
Commence Flight Operations	0630 local				
Terminate Flight Operations	2000 local 2030 local				
Pilot and Support Team Daily Debriefing on Operations					
DAILY OPERATIONAL BRIEFING AGENDA:					
Safety Issues:	SAR flights beware of and check in onsite				
Weather:	See Wilkins Wx and airport weather service				
Communications Air and Ground:	Sat Comm and standard freq				
Application Dosage and Pattern to be used:	5.0 gpa racetrack				
Approach Information:	TBD				
Oil Spill Location and Description:	TBD				
Operational Procedures and Changes:	None at this time				
Flight Schedule:	See schedule page 2				
FUELING/FBO:					
Contact Name: Tim Spoerl Stennis Airport acting as FBO	Business Hours Services: 0500 - 2000				
Contact Phone: 757-619-1293	After Hours Services:				
DESIGNATED DISPERSANT LOADING AREA:					
Location: ramp off the end of the runway					
Contractor Name: Steve Henne MSRC in charge					
Contractor Phone: 228-990-6295					

REPORTING REQUIREMENTS AND PROCEDURES*:

SatLoc Files:

Photographs and Videos:

Observation Logs:

TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort

^{*} MSRC aircraft are responsible to ensure SatLoc files, photographs, videos and observation logs are provided to the Dispersant Group Staging Airport Supervisor (DGSAS) after every sortie or at the end of the operational period. Other aircraft operators are responsible to maintain and submit logs after each sortie or daily which state the amount of dispersant applied, number of passes, dosage rates, altitude and speeds dispersant was applied and the time for starting and stopping dispersant application for each pass.

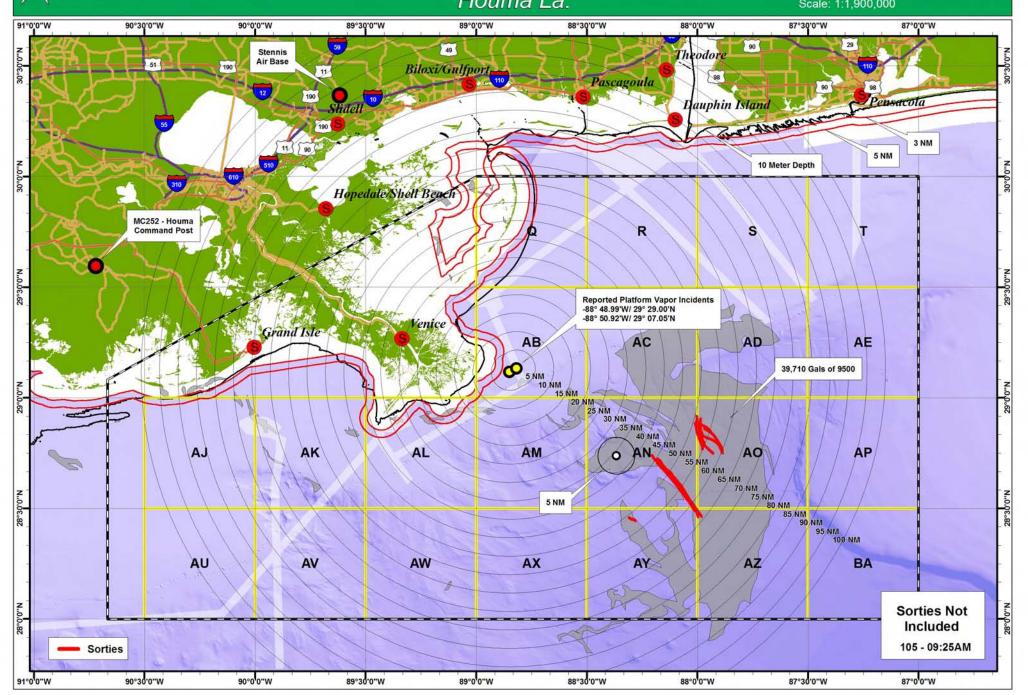
	DATE: May 13, 2010							Ī		
Dayland #	TYPE	TAIL#	PURPOSE	FUEL LOAD	PAYLOAD	TOTAL	DPT TIME	ENTRY ETA	EXIT ETA	RETURN ETA
Payload #	A/C	IAIL#	PURPOSE	(#/Hrs:Min)	GAL & TYPE	FLT TIME	EST/ACT	EST/ACT	EST/ACT	EST/ACT
	BE90	79W	Weather/Spotter	4	0	2:50	0530/0630	0615	0810	0850/0847
	BE90	39Q	Spotter	6	0	2:50	0600/0650	0615	0810	0920/1048
1	C-130	N117TG	Spray	4	3075/9500	2:10	0620/0714	0640	0810	0830/0920
2	C-130	N403LC	Spray	4	5002/9500	2:10	0625/0733	0645	0815	0835/1018
	AZTEC	183	Spotter	Vess	el Disp. Spray Sp		0740/0852	0815	0905	0950/1059
3	DT-67	NOSSII	Брга у	+	Û	2.15	0720	0020	0035	0735
4	DC-3	110-1700	Spray	-	Ü	2.3û	0724	0624	V042	0945
	BE90	98Y	Spotter	4	0	2:50	0815/0800	0900	1015	1135/1047
5	C-130	106	Spray	4	1950/9500	2:30	0830/0755	0900	0930	1001/1043
	C-130	100	эргау	*	1930/9300	2.30	0830/0733	0900	0930	1001/1043
	BE90	41J	Spotter	4	0	2:50	0820/0950	0902	1017	1145/1234
6	C-130	105	Spray	4	1897/9500	2:30	0845/0830	0915	0945	1015/1028
				-						
	BE90	79W	Spotter	6	0	2;35	0955/0920	0925	1205	1240/1305
7	C-130	N117TG	Spray	4	3067/9500	2:30	1000/1030	1030	1200	1230/1221
8	C-130	N403LC	Spray	4	5000/9500	2:30	1005/1113	1035	1205	1235/1314
	Aero	NEATCA	Spotter	5	0	2.10	1125	1205	1250	1225
	Cmdr	******	•				1100		1000	4005
)	DC 3	N/3211	Spray	+	Û	2.05	1100	1205	1220	1303
10	DU 3	NOTTO	Spray	•	Ü	2:30	1105	1110	1220	1330
	BE90	37H	Spotter	4	0	2:50	1150/1106	1220	1345	1430/1451
11	C-130	105	Spray	4	1905/9500	2:30	1215/1035	1245	1320	1400/1156
- 11	C-150	105	Spray		1703/7300	2.30	1215/1055	1243	1320	1400/1130
	BE90	39Q	Spotter	4	0	2:50	1140/1143	1222	1345	1410/1536
12	C-130	106	Spray	4	1950/9500	2:30	1218/1058	1247	1325	1355/1220
			1 0							
	BE90	41J	Spotter	6	0	2:40	1355/1352	1425	1505	1540/1727
13	C-130	N117TG	Spray	4	3093/9500	2:30	1400/1317	1430	1505	1540/1605
14	C-130	N403LC	Spray	4	5000/9500	2:30	1400/1403	1430	1505	1535/1653
	Aero	N547GA	Spotter	5	0	2:20	1510	1605	1645	1730
15	Cmdr	MOZZII	Constant	1	0	2:25	1500	1.05	1/05	1725
io	DC-3	1104/00			<u> </u>	2:30	1505	1005	1040	1/40
10	DC-3	1104700	Spray	4	U	2.30	1303	1003	1040	1740
	DEO		Spotter	6	0	1.55	1055/1354	1805	1010	1045
17	C-130	NIIITO	Spiray	4	3000	2.30	1700	1720 1730	1005	1035
10	C-130	NAOSEC	Spray	+	5000	2.40	1700	1735	1010	1040
	BE90	39Q	Spotter	4	0	2:50	1745/1143	1830	1907	2000/1536
19	C-130	105	Spray	4	1954/9500	2:30	1805/1210	1835	1905	1945/1331
	BE90	79W	Spotter	4	0	2:50	1750/1409	1830	1907	2030/1738
20	C-130	106	Spray	4	1943/9500	2:30	1807/1350	1835	1907	1937/1535
<u> </u>	DECC	2577	g			2.50	1 400			1000
21	BE90	37H	Spotter	4	0	2:50	1409			1809
21	C-130	105	Spray	4	1908/9500		1440			1615
22 23	C-130	106	Spray	4	1950/9500		1540 1625			1710 1746
23	C-130	105	Spray	4	1926/9500		1045			1/40
							 			
							1			
							1			
	1		Combined	l SiteTotals		0500	0527	Totala	by Site	
			Combined	Siterotals		9500	9527	Totals	by Site	

Stennis 41,620 0 41,620
Flights in yellow / lined out were canceled Houma 0 0 0

N 0 10 20 30 40 50 Nautical Miles

Aerial Dispersants Operations Map Overview May 12, 2010 Houma La.

Created by O'Brien's: 13:00 05-13-2010 Scale: 1:1,900,000



		D	AILY AER	IAL DISPE	RSA	NT APPLI	CATIO	N F	PLAN			
DATE:	5/14/2010	TIME:	0530 local	STAGING AIRI			nt'l / Houma			ORT ID:	KHSA	/ KHUM
			Name & Phone #)			ooerl 757- 619 -		ıma) N				
SPILL SIT		•	,,,	,		•	<u> </u>					
	OCATION		28.55	N N I	ongitu	ide: 87.2	1 W	W	Size:	40 mi i	adius	
-		REFEREN			12 nm SSE Sten							
SPILL SITE APPROACH INFORMATION: ENTRY POINT: Latitude: See OPS Chart N Longitude: See OPS Chart W Altitude See OPS Char												ft.
EXIT PC		Latitude			Longitu			W		See OPS		ft.
	IG AREA:	Latitude			Longitu			W	1	See OPS		ft.
поды	O TIREZI.	Latitude	. See OIB	Chart It I	Jongita	de. See of	- Churt		7 Hittude	Bee Gr	Chart	11.
SPILL SIT			SE 12-17	CLG: UNL		VIS: 10 nm	SUNRISE	E: (0604	SUNSET:	1938	
(Attach Wilken's Weather Report for weather at the spill site and the staging airport) DOSAGE (GPA): 5 ADD'L INST: See required setbacks and no fly area's on operational plan												
Σ			i i	ECONDARY VHF MHz/SECONDAI						JOM: 121	.5 MHz	
S MARI				Channel 9/ SATELI						n. Staging	Airport	Supervisor.
AIRCRAF									,	<u>r · ~ ·8</u> 8		
Type:	Tail #:	Call Sign:	Airport ETA:	Purpose & Altitu	de:	PIC/Crew:		Pass	sengers:			
King Air	N7198Y	98Y	Stennis			PIC: Vince Kar	ne	Non	e			
Dynamic King Air			Stennis	Spotter: 1000'-1		Kevin Smith PIC: TBD		Non	e			
Dynamic	N39Q	39Q	Stellins	Spotter: 1000'-1	1500'	Co-pilot:						
King Air Dynamic	N7199D	99D	Stennis	Spotter: 1000'-1	500'	PIC: TBD Co-pilot: TBD		None				
King Air Dynamic	N89N	89N	Stennis	Spotter: 1000'-1	500'	PIC: TBD Co-pilot: TBD		Non				
King Air Dynamic	N41J	41J	Stennis	Spotter: 1000'-1	500'	PIC: TBD Co-pilot: TBD		Non	ie			
King Air Dynamic	N79W	79 W	Stennis	Spotter: 1000'-1	500'	PIC: TBD Co-pilot: TBD		Non	e			
King Air Dynamic	N37H	37H	Stennis	Spotter: 1000'-1	500'	PIC: TBD Co-pilot: TBD		Non	e			
C-130 IAR	N117TG	7TG	Stennis	Spray: 75'		PIC: Dave Kur Co-pilot: TBD		Non				
C-130 Lynden	N403LC	3LC	Stennis	Spray: 75'		PIC: Capt Redman Co-pilot:		plus	5 other c	rew memb	ers	
AT 802	N9002K	02K	Stennis	Spray 75'		PIC: TBD Co-pilot: TBD		None				
C-130 USAFR	105	105	Stennis	Spray: 75'		PIC: TBD Co-pilot: TBD		None				
C-130 USAFR	106	106	Stennis	Spray: 75'		PIC: TBD Co-pilot: TBD		None				
C-130 USAFR	108	108	Stennis	Spray: 75'		PIC: TBD Co-pilot: TBD		None				
BT-67 ASI	N932H	32H	Houma Standby	Spray: 75'		Co-pilot: TBD		Non	e			
DC-3 ASI	N64767	767	Houma Standby	Spray: 75'		PIC: TBD		Non	e			
DC-3			Houma	Spray: 75'		PIC: TBD		Non	e			
o ASI	N64766	766	Standby	Spin, 15		Co-pilot: TBD						
Aztec ASI	N141183	183	Houma	Spotter		PIC: TBD Co-pilot: TBD		Non	e			
Aero CMDRA ASI	N547GA	7GA	Houma	Spotter		PIC: TBD Co-pilot: TBD		Non	e			
	aft below	are not dir	ectly part of the D	D <mark>ispersant Group</mark>	Cordi	ination and assis	tance from	the ai	ircraft be	low is nes	sasary.	
King Air	N275	N275	Houma Jet	Recon								
Helo PHI	759P		Houma	Recon				T				
NOAA		NOAA 46	**	Surveillanc	e			1				
U.S. Customs	P-3	Omaha 99		Communicati								
Canada	Transp	ort 950	Houma	Surveillanc	e							

DAILY	ACTIVITY SCHEDULE FOR14 May_2010 (Date)	Dispersant Group Staging Airport Supervisor (DGSAS)				
TIME	ACTIVITY	—				
	Report to Airfield	All aircraft				
	Pilot and Support Team Daily Operational Briefing (mandatory)	0600 local				
	Commence Flight Operations	0630 local				
	Terminate Flight Operations	2000 local				
	Pilot and Support Team Daily Debriefing on Operations	2030 local				
DAILY	OPERATIONAL BRIEFING AGENDA:					
Safe	ety Issues:	SAR flights beware of and check in onsite				
We	ather:	See Wilkins Wx and airport weather service				
Cor	nmunications Air and Ground:	Sat Comm and standard freq				
App	olication Dosage and Pattern to be used:	5.0 gpa racetrack				
App	proach Information:	TBD				
Oil	Spill Location and Description:	TBD				
Ope	erational Procedures and Changes:	None at this time				
Flig	ht Schedule:	See schedule page 2				
FUELI	NG/FBO:					
Cor	tact Name: Tim Spoerl Stennis Airport acting as FBO	Business Hours Services: 0500 - 2000				
Con	stact Phone: 757-619-1293	After Hours Services:				
DESIG	NATED DISPERSANT LOADING AREA:					
Loc	ation: ramp off the end of the runway					
	tractor Name: Steve Henne MSRC in charge					
Cor	stractor Phone: 228-990-6295					

Contractor Phone: 228-990-6295

REPORTING REQUIREMENTS AND PROCEDURES*:

SatLoc Files:

Photographs and Videos:

Observation Logs:

* MSRC aircraft are responsible to ensure SatLoc files, photographs, videos and observation logs are provided to the Dispersant Group Staging Airport Supervisor (DGSAS) after every sortie or at the end of the operational period. Other aircraft operators are responsible to maintain and submit logs after each sortie or daily which state the amount of dispersant applied, number of passes, dosage rates, altitude and speeds dispersant was applied and the time for starting and stopping dispersant application for each pass.

TSA/AIRPORT SECURITY REQUIREMENTS: Hangar door to be kept locked, no entry without MSRC person escort

					DATE: May 1	4, 2010				
Payload #	TYPE	TAIL#	PURPOSE	FUEL LOAD	PAYLOAD	TOTAL	DPT TIME	ENTRY ETA	EXIT ETA	RETURN ETA
ayioau #	A/C	1AIL#	TORFOSE	(#/Hrs:Min)	GAL & TYPE	FLT TIME	EST/ACT	EST/ACT	EST/ACT	EST/ACT
	BE90	79W	Weather/Spotter	4	0	2:50	0530	0615	0810	0850
	BE90	39Q	Spotter	6	0	2:50	0600	0615	0810	0920
1	C-130	N117TG	Spray	4	3000	2:10	0620	0640	0810	0830
2	C-130	N403LC	Spray	4	5000	2:10	0625	0645	0815	0835
	BE90	98Y	Spotter	4	0	2:50	0815	0900	1015	1135
5	C-130	105	Spray	4	1900	2:30	0830	0900	0930	1001
	BE90	39Q	C44	4	0	2:50	0820	0902	1017	1145
_	C-130	106	Spotter	4	1900	2:30	0845	0902	0945	1015
6	C-130	106	Spray	4	1900	2:30	0845	0915	0945	1015
	BE90	41J	Spotter	6	0	2;35	0955	0925	1205	1240
7	C-130	N117TG	Spray	4	3000	2:30	1000	1030	1200	1230
8	C-130	N403LC	Spray	4	5000	2:30	1005	1035	1205	1235
	BE90	39Q	Spotter	4	0	2:50	1150	1220	1345	1430
11	C-130	105	Spray	4	1900	2:30	1215	1245	1320	1400
	BE90	79W	Spotter	4	0	2:50	1140	1222	1345	1410
12	C-130	106	Spray	4	1900	2:30	1218	1247	1325	1355
	BE90	41J	Spotter	6	0	2:40	1355	1425	1505	1540
13	C-130	N117TG	Spray	4	3000	2:30	1400	1430	1505	1540
14	C-130	N403LC	Spray	4	5000	2:30	1400	1430	1505	1535
	BE90	39Q	Spotter	6	0	1:55	1655	1725	1810	1845
17	C-130	N117TG	Spray	4	3000	2:30	1700	1730	1805	1835
18	C-130	N403LC	Spray	4	5000	2:40	1700	1735	1810	1840
	BE90	89N	Spotter	4	0	2:50	1745	1830	1907	2000
19	C-130	105	Spray	4	1900	2:30	1805	1835	1905	1945
19	C-130	103	Spray	•	1500	2.50	1003	1655	1703	1943
	BE90	79W	Spotter	4	0	2:50	1750	1830	1907	2030
20	C-130	106	Spray	4	1900	2:30	1807	1835	1907	1937
			Combined	l SiteTotals		9500	9527	Totals	by Site	

abined SiteTotals 9500 9527 Totals by Site

Stennis Houma